MATCH AND MEDAL PLAY ON MONTCLAIR COURSE

Semf-finals of August Tournament as Well as Handicaps.

PUTTING FOR WOMEN

Mrs. Plimpton First in This Contest-Golfers Busy on Many Links.

AIR, Aug. 24. The semi-finals in August toutnament and an eighteer with a women's putting contest, andicaps H. G. Plimpton and H. fied in Class A with 71. A. F. Mack

the B class and L. N. De Vausney
C. The scores
Tournament First eight-Walter
at I. Hodgson, Jr. 2 up; H. G. PlimpF. J. Swords, 4 and 2.
Fight W. B. Brenner beat J. G. Todd,
F. Donohue beat A. Schroeder, 5 and 4.
Jan. R. R. Hampson beat J. P. Thomas,
H. M. Robinson beat W. B. Gresham, Hight A. R. Alien beat T. P. McGlynn, L. C. V. Drew bent E. E. Ramscy, 4 and 3. fign? R. H. Gregory beat F. J. Peck W. F. Smith wen from H. Pikien by

In the ladies putting contest Mrs. H. G. Plimpton won the first prize and Mrs. W. B. Bremner won the second.

Four in Tie for Fourth Place.

At the Hackensack Golf Club yesterday At the Hackensack Golf Chip yesterday afternoon members qualified in an eighteen hole handicap. There were over sixty entries According to the conditions the four who made best net scores earned the right to continue on at match play. Three tied for fourth place. The scores.

G. H. Eypher, 77-8, 69: W. E. Foster, 91-22, 69: H. M. Bogart, 82-12, 70: C. A. Peck, 85-15, 71; G. H. Whilams, 79-8, 71; A. D. Hill, 80-3, 71.

Golfers Busy Around Stamford.

STAMFORD, Conn., Aug. 24 - At the Weeround for the August prizes were played

cound for the August prizes were played following are the results:

C. Zeick defeated Dr. J. P. Chonan. 3 up and to go. Henry Cape defeated W. C. Scers, 3 up and 2 to go. E. M. Lockwood defeated A. C. W. Bark 3 up and 2 to go. E. M. Lockwood defeated A. C. W. Bark 3 up and 2 to go. Charlton Wallace defeated C. K. Castle, 3 up and 2 to go.

At the New Canaan Golf and Country lab eight men played to-day to qualify or the semi-finals for the club champion-hip next Saturday. The following qualified J. S. Elisworth, E. S. Begram, R. H. kradley and A. P. Thornton. The finals fill be played on Labor Day.

At the Sound Beach Golf and Country lab this afternoon nine men qualified in the ound for the president's cup. The results sere.

F Storm, 82-8, 74; L. B. Gaylord, 88-12, 76; Thomas, 98-17, 79; J. A. Manson, 90-10,80; Ware, 97-13, 84; C. A. Wagner, 102-16, 86; Merdit, 91-7, 81; A. M. Morris, 95-8, 87; Sloane, 105-18, 83.

Good Handicapping at Newport.

ould not make first place, and the crowd stopped cheering as they watched the breathless struggle.

Newport R. L. Aug. 24.—Only four points separated the first five players in the eignteen hole handleap match at the Newport Golf Club this afternoon for the cun offered by President Henry R. Taylor. The trophy was won by Richard Gambrill with a net 80. There was a field of nineteen players. The scores of the leaders weret Richard Gambrill, 86—6, 59; Grenville Kane, 88—6, 82; Miss M. H. Busk, 100—17, 83; William Gammell, 33.—2, \$4, and Royal Phelps Carrent.

Field Mercler and George Lochnar tied

with prizes for the best net scores in each class. In Class A Woodruff Sutton won out with 72. In Class B C, W. Hudson and F. L. Regan tied with 76. They will play off later.

The score was able to pilot his machine in without mishap.

W. Sutton. 88-15, 73; F. H. Eaton, J. L. Clark, 90-10, 80; C. W. Cushman, J. T. Lyman, 96-12, 84 C. W. Hudson, 102-24, 78; F. L. Hogan, J. H. Peterson, 102-22, 80; J. L. Parish, A. H. Gray, 107-20, 87; G. H. Faatz, F. S. Bennett, 113-23, 90.

Richmond county golfers devoted the day yesterday to an eighteen hole medal pay bandicap, the competition resulting in a triple tie involving W. P. Belknap Edward Iones and F. M. Patterson, with respective cards of 100-28, 72; 100-28,72; and 92-29, 72. The scores follow:

W. P. Belknap, 190-28, 72; Edward Tones, 160-28, 72; F. M. Patterson, 92-20, 72; R. W. Collins, 30-13, 77; T. W. Scheffer, 192-24, 73; M. W. Gaines, 97-18, 79; W. C. Burbank, 93-18, 80; F. S. Brandt, 93-13, 80; L. W. Faber, 113-32, 81. play handicap, the competition resulting

Ridley's Englewood Handicap.

The usual handicap was the feature at Englewood vesterday, A. S. Ridley being returned the winner with 84-14, 70. There were about thirty starters. The following tables were returned. A. S. Ridley, 84-14, 70; R. L. Chamber-laine, 87-16, 71; N. S. Schroeder, 191-20, 71; Emmett Schultz, 95-23, 72; Dr. J. N. Kent, 89-16, 73; H. M. Sadler, 193-30, 72; W. E. Loughman, 18-5, 73; George Van Kurfen, 89-15, 74, Aymar Embury, 90-15, 73; L. J. Clarke, 91-15, 76; Edward Martin, 94-17, 77

Dyker Handicap Is Niles's.

F Niles ied the field in the club handican at the Dyker Meadow Golf Club yes-terday with a card of 93-19, 74. There were 27 entries, of which the following returned cards: Hericards. E. Niles. 92.—19. 74; J. B. Harris. 12. 76; E. W. Belcher. 99.—14. 76; B. H. Hody 8s.—11. 77. W. C. Freeman, 84.—6. A. A. Racleat, 97.—18. 79; I. R. Oeland, 15. 79; F. C. Russell, 86.—4, 82; C. H. Brunt, 8s.—6, 82; H. G. Nickeever, 89.—7, E. P. Hunt, 86.—0, 86; A. D. Byrne, 7, 88.

Moore's Card Apawamis Winner. A small field turned out for the club

A Moore topping the list with a card of 9, 75. The scores follow: W. F. A. Moore, 84—9, 75; C. H. Conner, 8)—3 18 Norton Squire, 88—10, 78; W. H. Conrey, 94—15, 79

Hale and Ferres Are Low.

Ridgewood Country Club yesterday, one being four ball foursomes and the other a handload for women. J. E. Hale and W. D. Fertes with a best ball of 93, 13-80, won the first competition. Miss Dorothy White led the women players with a card of 112, 24-88. The foursome scores follow: white led the women players with a card of 112, 24 ss. The foursome scores follow:

1. E. Haie and W. D. Ferros, 53—13, 80;

2. E. Horeham and W. B. Haight, 192—194;

2. E. Rodrige and E. W. Goater, 167—

12. Single of H. Miller and E. C. Michell, 192—194;

2. Sp. F. C. Smith and A. de V. Patilon, 166—11, 82; H. L. Dana and G. L. Storeham, 168—16, 91; John Dunean and G. L. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—15, 93; A. Faxson and H. C. Storeham, 168—15, 93; A. Faxson and H. C. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—15, 93; A. Faxson and H. C. Storeham, 168—15, 93; A. Faxson and H. C. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—16, 92; G. F. Farrell and P. A. Storeham, 168—17, 179. Seconds

Motordrome Sweepstakes; Ellmination Heat, No. 7, Australian Porsuit Style—Won by Larre Fleckenstein, Denver; Fred West, Newark, second; Immited 51 seconds.

Class B. Professional—First heat, two miles—Won by Frank King, Denver; Fred West, Newark, william Brown, Newark, Second; Earl Eckel, Washington, N. J., third. Time, 1 minute 29 3-5 seconds.

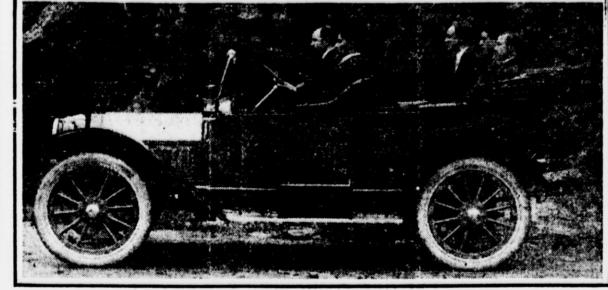
The test discording the winner over J. C. Shriner, 1 minute 29 3-5 seconds.

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First of New Series Buicks Appears



The first of the new series of BUICK models to come to the office of the local branch is a large five passenger touring car. The equipment includes a self-starter and demountable rims. This particular 1913 BUICK is called

ALBRIGHT COMES NEAR DRAWING IT TOO FINE

Wins First Dash in Motor Match With Costello by Only a Foot.

SECOND HEAT TOO EASY

Broken Gasolene Line Gives Denverite Walkover in Contest.

straight heats of his four mile match race night. The contest went from the thrilling to the tame, the finish of the first heat holding the huge crowd spellbound. The second trial was a walkaway for the

because of a broken gasolene line.

At the start of the first heat Costello opened up a gap of thirty yards. Albright soon drew close, and it was clear from the way he was shutting down that he intended to wait until the last lap before making his usual spectacular wards. before making his usual spectacular spurt. Costello foresaw his move and almost out-witted him. He cut down speed also without Albright's noticing it, and then on the bell lap shot shead with all his power turned on.
Albright was almost caught napping.

and it was not until the backstretch that he got going. Even then in spite of his terrific burst of speed it looked as if he could not make first place, and the crowd

Ferdle Mercler and George Lochnar tied or first money in the five mile professional, although Mercier won two heats to Loch-Sutton's 73 Earns Net Score Prize. nar's lone tally. But Lochnar's third in the first heat and second in the final gave MONICLAIR, Aug. 24.—Medal handicap him enough points to tie. He had a competitions in Classes A and B were played walkover in the second heat, as Costello at the I pper Montclair Country Club to-day was out before the start on account of with prizes for the best net scores in each carbureter trouble, and Mercler's long han-

> There will be a thirty mile intercity There will be a thirty mile intercity match to-night. Chapple, Lochnar, Wray, Mercler and Costello will be on the New York team. Hamilton and Fleckenstein will ride for Newark, and Vanderbury and Klebes will represent Philadelphia. The summary:

summary:
Four Mile Match Race—Johnny Albright
of Denver vs. Mike Costello of New York.
First Heat—Won by Albright. Time, 2 minutes 45 4-5 seconds. Second Heat—Won by
Albright. Time, 2 minutes 51 1-5 seconds.
Five Mile Professional Race—First Heat—
Won by Mercler; Cox second, Lochnar third.
Time, 3 minutes 42 seconds. Second Heat
(four miles)—Won by Lochnar; Cox and
Mercler dropped out. Time, 3 minutes; 4-5
seconds. Third Heat—Won by Mercler,
Lochnar second, Cox third. Time, 3 minutes
38 3-5 seconds. Mercler and Lochnar tied
for first, with 10 points; Cox, third, with 5
points.

for first, with 10 points; Cox, third, with 5 points.

Three Mile Match Race; Harry Hamilton of Newark vs. Billy Wray of Brooklyn—First heat—Won by Hamilton. Time. 2 minutes 18 3-5 seconds. Second heat—Won by Wray. Time. 2 minutes 19 1-5 seconds. Third heat—Won by Hamilton. Time. 2 minutes 18 3-5 seconds.

Nine Mile Professional Handicap Race—Won by Hamilton. 2 laps. Lochnar. 2 laps. second; Wray. 2 laps, third. Chapple, scatch, fourth. Time. 6 minutes 19 1-5 seconds.

SEYMOUR TAKES EVERYTHING.

California Motor Cyclist Goes 85 Miles an Hour at Newark.

Ray Seymour, the California speedster, was the star of the motorcycle racing con-tingent at the Newark Motordrome yesterday afternoon. Seymour has been cleaning up at Chicago, and came on especially to meet Eddle Hasha. Hasha was home yesterday with a heavy cold and Seymour shone in his absence, winning a special match race from Ray Peck and also annexing the cash and gloty in the class A heats and the free for all.

Peck was the contender in each race but the newcomer always had his measure. The free for all, a handleap, produced one of the best races of the day. Peck one of the best races of the day. Peck and Seymour were on scratch, and each conceded haif a lap to Frank King, Johnny King, Fleckenstein and Hamilton. At the gun, Seymour and Peck shot to the front and set a killing pace. The pair were travelling at better than ninety miles an hour. At the three mile mark Seymour and Peck both lapped Hamilton, the rear guard, and shortly after passed all but Fleckenstein. Peck hung on to Seymour until the fifth mile, when the former began to tire and slowly on to Seymour until the fifth mile, when the former began to tire and slowly dropped back. Seymour won by forty yards over Peck and three-quarters of a lap over Fleckenstein, who was third. The time, 4 minutes 9 seconds, is at the average of 41½ seconds to the mile, or better than 85 miles an hour.

CRICKET LEADERS MEET

west indians yesterday. The latter first dismissed them for a pairry total of 46 and then held the wickets the balance of the afternoon, while compiling 131 runs for the loss of five wickets. R. Cook distinguished himself for the West Indians by scering 55 not out against the best bowling of the Brooklyns. F. Hinds got into doubles and also was responsible for the dismissal of six Brooklyn batsmen.

Out for 61. Deane continued his batting Wilder and Whittemore demonstrated that they understand foursomes play better than any other two men in the and there are some who were rash enough to say better than any other two men in the mountry. Coming to the home green for the Bensonhurst Field Club bettered their position in the Metropolitan League, winning by 149 to 37.

A century was scored by F. Austin of the Colonials against Team B of Kings of the Colonials against Team B of Kings of the dismissal of six Brooklyn batsmen. Class A and B-Free for all; six miles;
Match Race, Professional—Ray
Angeles, vs. Ray Seymour, Los
Rest in three heats—First heat.
Won by Seymour, Time, I minseconds. Second heat, three miles

Class A and B-Free for all; six miles;
professional handicap—Won by Ray Seymour, Los Angeles (scratch), Ray Peck,
Los Angeles (scratch), second, Larry Fieckenstein, Denver (4g lap), third; Johnny
Company of the dismissal of six Brooklyn batsmen
for 1s runs, S. Alleyne taking four wickets
for 26. J. Hollingworth also scored
doubles, as did O. Smith and H. Meyers
tons, Second that three miles for Brooklyn.

of the league game between Staten Island and Richmond County at Livingston. UNEXPECTED OPPOSITION

Richmond County won by a margin of 16 runs and 2 wickets, but the victory was not scored until the eighth wicket had fallen, althoush Turville's High part of the innings made the result reasonably certain. He was betting for thirty-seven minutes and actually made of the bat during his stay. His innings comprised 14 boundaries, two of his hits going clear out of the known of the first eighteen holes the Brookine pair were two up and with nine left to play. In the afternoon they held the same tostiton, Coming home the sides alternated in winning holes, but there was enough golf in Wilder and Whittenore to give them the win at holes that counted. Both pairs had medel cards of 78 for the Staten Island, 124. Richmond County—

Other Matches.

The Brooklyns, leaders for the Metropolitan League championship, were of the side and fallen. League championship, were of the side and fallen and they had the counter of the wictory today of Henry H. Wilder and Variety today of Henry H. Wilder and Fank H. Hovy of Woodland, and the made to the known of the stay of the victory today of Henry H. Wilder and Fank H. Hovy of Woodland, and the mide to the proposition goes to the Country Club as a result of the wictory today of Henry H. Wilder and Fank H. Hovy of Woodland, and Fank H. Hovy of the Krone was the form the first of the Fank H. Hovy of Woodland, and Fank Richmond County won by a margin of 16

Turville was the distinguishing feature

A century was scored by F. Austin of the Colonials against Team B of Kings county, the latter losing on totals of 183,

won a close match by seven runs from the

FINE PLAY IN FOURSOMES. Wilder and Whittemore Winning

Pair at Scotch Style.

Slater Wins 28 Hole Match.

HOTEL CHAMPLAIN, Clinton County, N. Y. Aug. 21.—J. Harold Slater of New York to-day won the golf tournament for presdent's cup, 1 up in 28 holes, against Edwin Leisenring of Cleveland, who was the 1911 winner.

AUTOMOBILES

FLANDERS



If You are Paying More than \$1200 for a Car, You are Entitled to a Six

THIS, REDUCED TO A FEW WORDS, is the keynote to the 1913 announcement of the Flanders Motor Company which will appear in this and other daily papers of every prominent city in the United States about September fifteenth.

TO TELL YOU MORE at this time would be to tell our competitorsthem as well as for you.

THIS MUCH WE WILL SAY, however--Sixes exclusively will be the Flanders slogan from now on. The perfection of the electric selfstarting device has made the Six in any size and at any price the logical, the witimate—the inevitable car.

WE'VE BEEN IN THE BUSINESS since its birth-watched every change-led the way in most of them. And since a man can't have two religions and worship sincerely at both shrines, we pin our faith in the future to Sixes exclusively Sixes.

AND WHILE WE WON'T PROMISE to give you a Six at exactly the figure mentioned-because the Flanders Six must be a complete and an up-to-the-minute Six in every last detail—we will give you one at a price so little above that figure it will be within your reach if you can afford a car of more than 35 horsepower at all.

NO! NO - YOU ARE WRONG AGAIN. Don't jump to conclusions. That isn't the price nor the horsepower. Guess again. But you won't get any nearer to it than our esteemed competitors—who always wait for us to show the way and then try to get on the band wagon-can guess what this Flanders organization has up its sleeve this time.

IF IT WILL INDICATE ANYTHING to you we will say there will be two Flanders Sixes. One of these will be a five passenger model of such size, power and quality and at such a price you'd be foolish to buy a four at any price.

IT'S HARD ENOUGH TO SELL FOURS NOW-for everybody sees the writing on the wall. It will be a lot harder to sell your secondhand Four a year from now-when you will certainly want to sell it and buy a Six.

EVERY MAKER KNOWS Fours are now obsolete and Sixes inevitable. But the others can't afford to admit that fact until they have cleared their floors of Fours and changed over their designs and equipment to make Sixes. They must all come to it—we are as usual a year ahead.

SO THIS AD IS JUST TO WARN YOU. After reading it you will have only yourself to blame if you buy an obsolete Four and pay a price for it that entitles you to a better car and a Six.

FOR WE PROMISE YOU the immediate future has such a car in store for you-a Six of the quality you expect from Flanders and backed by the name and guarantee of Flanders.

YOU KNOW THE MEN back of this product-Everitt, Metzger and Flanders; Kelly, Paul Smith, Pelletier-the same group of men who four years ago revolutionized an industry and set a pace in prices and quality that others are following yet and haven't caught up; the men who made E-M-F "30" the greatest car of its time.

THESE MEN, NOW HAPPILY RE-UNITED and supplemented by specialists of equal skill and experience-Fred Hawes, for ten years chief engineer of the Cadillac Company; Bruce Ott, admitted by the entire trade to be the greatest body designer—"the tastiest milliner that ever dolled up a car;" Richard Miles, the foremost metallurgist.

THESE AND THE HOST OF EXPERTS—topnotchers all—who constitute the Flanders organization, have contributed to make the forthcoming Flanders Sixes incomparable in all those points dear to the hearts of fastidious motorists and satisfying to the eye and the standards of experts.

WE SUBMIT that, if these men do not know how to make and to market automobiles and to take care of their customers afterward, then no group of men does know. If history doesn't repeat itself in this case then skill counts for naught, experience is a waste of time, there is no strength in unity, and business is not an exact science.

BUT BUSINESS IS AN EXACT SCIENCE—experience is an accurate guide-skill is an asset-the united skill and experience of experts must produce superiority—and history will repeat itself, for the Flanders policy and the Flanders product for the coming year will work a revolution in the automobile industry as great as did the appearance of E-M-F "30" four years ago and of the beautiful Flanders Electric more recently.

THESE MEN, HEADED BY FLANDERS, have led so long they have forgotten how to follow-if indeed they ever knew. Their record is a series of successes. Failure has turned to success under their magic touch. Their reputation is world-wide and their friends are legion—and they are found wherever automobiles are found. For every car they have ever made has made a friend.

WE ARE NATURALLY EAGER to tell you all now-but we refrain for the reasons given. We refrain save to say there'll be two models of Flanders Sixes. One a luxurious seven-passenger car of high power, exquisite body design and complete equipment of the highest order and to the last degree of faddishness as well as of utility, and to sell at a price that will make it impossible for you to excuse yourself for paying a higher price for any car on earth.

READ THAT LAST PARAGRAPH AGAIN. It's a trifle involved and there's more in it than appears on the surface.

THE OTHER FLANDERS SIX will be a five-passenger car, an exact duplicate in every detail of design and finish and equipment-but smaller of course—and will sell at a price that justifies our headline.

THAT'S ALL FOR THE PRESENT. Surmise all you will. Piece the fragments together. Let your imagination have full sway. You know Flanders and the Flanders organization—try to forecast what they will produce. Try to anticipate the most you can hope for and then you will still be far short of the splendid reality. That, in full detail, will be announced about September fifteenth.

WATCH FOR IT-HERE. And if you desire to lead instead of followif you want a car of the future and not of the past-wait for it.

The Flanders Motor Company will make six thousand Sixes for 1913. That sounds a trifle modest for us, but remember these are big, luxurious cars—and this number makes the Flanders Motor Company the largest producer of Sixes in the world. Deliveries will commence immediately after the anof Sixes in the world. Deliveries will commence immediately after the announcement. Quality, reputation and price guarantees there'll be no competition. Live dealers everywhere have anticipated this, so we have thousands of applications on file already. Being able to pick and choose, we are carefully selecting the best. We want dealers who will properly represent us and our product locally. And we are selecting those we think will go farthest with us. For we are building for permanency and for the benefit of all, customers included.

Do you think you are that man in your territory? Then get in touch with our district manager—his word is law there. He is a partner in this business—tried and true and his whole interest bound up in its future. Better see him at once before he closes up for your territory—at his head-quarters, address given below.

C. F. REDDEN, District Manager.

HOLT-CHANDLER COMPANY, Distributors, 1932 Broadway, New York, N. Y.

FLANDERS MOTOR COMPANY, Detroit, Mich.

565 East Milwaukee Ave.